

FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OVERSEAS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY  
PRESS,**  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT  
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# Hongkong Daily Press.

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HONGKONG, TUESDAY, APRIL 20TH, 1909.

號十二月四年九零百九千一英港香

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AND  
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[a30]

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LIMITED.**

Hongkong, 1st October, 1908. [a40-3]

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PORTLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory  
**SHEWAN, TOMES & CO.,**  
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Hongkong, 29th April, 1908. [a1647]

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FIRST-CLASS CUISINE.  
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Situated in close proximity to the Harbour  
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BEST WINES AND LIQUORS SUPPLIED.  
Special arrangements for a long stay.  
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SPECIAL CARS by arrangement at the  
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Hongkong, 1st April, 1909. [a549]

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Hongkong, 9th April, 1909. [a53]



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Hongkong, 15th April, 1909. [a35]

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As Supplied to THE HOUSE OF COMMONS.

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Hongkong, 21st July, 1908. [1019]

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Hongkong, 16th April, 1909. [41]

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Wanchow, 22nd January, 1909. [50]

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be Open at 10 A.M. and 4 P.M. daily, Sunday  
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Hongkong 1st April, 1908. [48]

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With CHAMBER for 8 CARTRIDGES

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Hongkong, 6th March, 1907. [47]

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Hongkong, 26th October, 1906. [623]

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Hongkong, 6th April, 1909. [578]

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Care of "Daily Press" Office.  
Hongkong, 30th March, 1909. [537]

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Hongkong, 15th April, 1909. [563]

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Hongkong, 27th March, 1909. [37]

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Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
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CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager. [a42]

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Hot and Cold Water throughout.  
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Hongkong, 24th July, 1905. [a233]

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ELECTRIC LIGHT, Hot and Cold Water  
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Hongkong, 4th December, 1907. [a44]

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Table D'Hôte at Separate Tables.

MODERATE RATES.

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Hongkong, 5th October, 1908. [a43]

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Two steamers (s.s. *Eu Ai* and *Sui Tai*) daily to  
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If you go to Swatow don't forget to stay

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Comfortable Rooms, excellent cuisine.

Situated five minutes run by rickshaw from  
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Miss E. WILL,  
Proprietress.

Swatow, 1st April, 1909. [a552]



## INTIMATION

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SCOTCH  
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A BLEND OF THE FINEST PURE  
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AND  
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"UNDOUBTEDLY THE BEST BEER  
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A. S. WATSON &amp; CO.,

LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 1st April, 1909.

[29]

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for sale copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that how the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 54. Telephone No. 12.

## DEATH.

A. the General Hospital, Shanghai, on the 14th April, at the age of fourteen, NITZ, daughter of Robert Kay, deeply regretted. (183)

HONGKONG OFFICE: 10A, DES VEXES ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, APRIL 20TH 1909.

"MAN is born to trouble as the sparks fly upwards." Such are the words of holy writ which present rather a pessimistic outlook on life, and without being unduly pessimistic, they might be applied to the "Near East." That little quarter of the earth, with its varying ethnological elements, its innumerable needs, seems also to be destined to trouble. Certainly it has become the scene of almost perpetual unrest, but the worst aspect of this recurring strife is not the unhappy state of the unfortunate people which it reveals, but the danger it creates to the peace of Europe. So many conflicting interests are involved in the supervision and protection of an empire which has sunk so low as to be incapable of defending itself but which offers a temptation for some of the stronger powers to dispossess it of some of its fair provinces that no one power can intervene without exciting the jealousy and suspicion of the others. We remember the old days of the Armenian atrocities when Britain was blamed for not attempting to carry out the "bag and baggage" policy by clearing the "unspeakable Turk" out of Europe. The Concert of Europe could not agree as to the course of action to be taken, but neither Russia nor Britain, the two Powers most directly interested, dared interfere. They were mutually jealous while the attitude of the other Powers did not help to a solution

of the difficulty. Now it looks as if the old question of interference may have to be revised, and that at a time which is less opportune than ever it was before. Turkey has shown her *bona fides*. She has shown a desire to travel on the path of progress and enlightenment, she has shown herself willing to grant equal rights to all the various peoples and religions within her borders, and she has made some advance towards constitutional government. Just as the new regime is emerging from trials which placed it in a perilous state, and just as the experiment is beginning to justify itself, it is suddenly set with new dangers which not only imperil the success of the attempt to govern the country constitutionally but suggest the intervention of foreign Powers which may again disturb the peace of Europe.

We have seen Turkey undergo what was practically a bloodless revolution. We have seen other smaller States attempt to take advantage of the situation by which Turkey has to devote all her energies to internal affairs by endeavouring to improve their own positions, and we have seen how Austria brought Europe to the brink of war by violating the Treaty of Berlin and annexing two provinces which were given her to police. Having passed through that period of anxiety to a satisfactory conclusion, it is, to say the least, decidedly unfortunate that the whole question should practically be reopened by the events of the past week in Turkey and in its Asiatic provinces of Armenia. The revolt is not particularly easy for outsiders to understand. It appears to be largely an acute divergence of opinion between political theorists, but as their methods of settling differences do not belong to the school of peaceful persuasion, the result is civil war. Amid all the strife and turmoil one feature stands out clear; it is the non-interference of the Sultan. From a despotic autocrat he has apparently passed into the most harmless constitutional ruler, little better than a figurehead. Ministers are changed, but not by the Sultan. All power seems to be lodged in the hands of the Committee of Union and Progress. Whether they can maintain their position remains doubtful in the light of recent telegrams, but the change, following the appointment of a new Cabinet, cannot be very serious as the new Grand Vizier was a member of the previous administration. What is perhaps more serious is the outbreak of the massacres of Armenians. These people, who are not unlike the Jews in that they have preserved their racial individuality and their religious individuality, perhaps enjoy as great freedom under Ottoman rule as under the sway of a nominal Christian power, but it frequently happens that fanatical outbreaks, for which both Moslems and Armenians have been to blame, disturb the peace of the land and help to call attention to Turkish misrule. Whatever justification there might have been for this in the past there can be little doubt that Turkey should be given full opportunity to work out her own salvation. The possibility of success is by no means remote, as is evident from the fact that all sections in the country have formed themselves into an association, irrespective of race and religion, to protect the Fatherland, and with the hands of the government strengthened there should be little fear that steps will be taken to suppress these outbreaks of sectarian feeling in the outlying provinces of the Empire. Admittedly there are many obstacles in the way of a healthy regeneration of Turkey, but the past year indicates that that achievement is not improbable; and when we remember that it has taken centuries and streams of blood to free the advanced nations of Europe from the oppression of tyranny we shall not expect Turkey, which is not much beyond the stage of the Middle Ages, to skip over the period necessary for its historical development.

The English Mail of the 20th March was delivered in London on the 17th inst. Capt. A. H. Hart-Synnot's promotion to the rank of major was gazetted on the 16th ult. A Chinese who was caught taking young birds from a nest on Garden Road on Sunday was fined \$2 at the Magistracy yesterday. Two Russians charged with stowing away on board the *Hatchi Maru* from Shanghai to Hongkong were at the Magistracy yesterday fined \$50. A fire of \$500 was imposed on a Chinaman employed on the s.s. *Amig* at the Magistracy yesterday for having been found with a quantity of opium in his possession. A man named Gurman who deserted from H.M.S. *Glory* when she was on the China station nine years ago was arrested last month at Southampton and handed over by the magistrates to the naval authorities. Before Commander Basil R.H. Taylor, R.N. at the Marine Magistrates Court yesterday three boatwomen were fined \$5 each for being in Causeway Bay without the written permission of the Harbour Master.

The Government-General of Kwangtung (South Manchuria) has lately rejected an application for the promotion of a Race Club in the Leased Territory.

A Garden Fete on a large scale is being organized on behalf of the Renovation scheme for the Sailors' and Soldiers' Home and the new Seamen's Institute, Praya East (Mission to Seamen). It will be held during the afternoon and evening of Wednesday May 5th.

Last week there were seven cases of plague notified in the Colony, none of which occurred in the city of Victoria. Six of the cases were fatal. One case was notified from Kowloon City yesterday. This brings up the total number of cases for the year to 34. Twenty Eight of them have been fatal.

Sir Frank Swettenham, K.C.M.G., formerly Governor of the Straits Settlements, has been appointed President of the Commission appointed by the Earl of Crewe, Secretary of State for the Colonies, at the unanimous request of the unofficial members of the Legislative Council of Mauritius to enquire into the finances, etc., of that Colony.

The return of visitors to the City Hall Library and Museum for the week ending the 18th April, 1909, (exclusive of Easter holidays) shows that of non-Chinese there were 375 to the Library and 223 to the Museum and of Chinese 173 to the former and 2,435 to the latter. The Library was, therefore, used by 548 persons and the Museum by 2,653.

Another instance of the daring of the Chinese thief has come to light. The Public Works Department have recently erected an iron railing at the eastern end of Kennedy Road and during the past fortnight the greater portion of the lower rails have been taken away. The matter was reported to the police last week and since then another batch of railings has been removed.

A Chinese, who could not be persuaded by the conductor to wait until the car stopped, jumped from a tram car while it was in motion on Sunday. Of course the inevitable happened. He turned a somersault and as his head struck the ground with considerable force, he became unconscious. He recovered shortly afterwards. Since then it has been discovered that he is a character, whose acquaintance the police wish to make, and a search is being made for him.

A number of thefts from verandahs have recently taken place at Kowloon, and yesterday Inspector Langley placed a native before Mr. Kemp charged with stealing a basinette from the house occupied by Mrs. Mason in Nathan Road, a bicycle from the house tenanted by Sergt. Ford of the Buffs in Austin Avenue, and a chair from Gunner Day's house in Humphreys Avenue. The police caught him as he was coming away with the bicycle and he confessed that he took the other articles. He was sentenced to six months' imprisonment and four hours' exposure in the stocks.

An interesting case came before Mr. Kemp at the Magistracy yesterday when three men who had been speakers at public meetings held at the Chu Nam restaurant, West Point, were charged with holding a gathering without the permission of the Governor. It appears that the meeting of Chinese engineers numbering between 500 and 600 was called to form a trade society and representatives were present from Quarry Bay, Cosmopolitan Dock, Hungnam Dock, and the Naval Dock. Mr. C. F. Dixon from the office of Messrs. Hastings and Hastings appeared for the defence and the hearing was adjourned until to-day.

The depression in trade has affected Saigon considerably. Failures among Chinese traders and difficulties among European merchants are matters of common talk. The number of bankruptcies is, however, not large, owing to the unwillingness generally, of the creditors to enforce their claims to the uttermost in the hope of a composition or of things mending. For all that, the crisis goes on without any sign of improvement, especially in the import trade. Experts differ as to the why and wherefore of the crisis. Some lay the blame on the fall in silver. Others say that it has all been brought about by reckless trading and dealing.

## PHILHARMONIC CONCERT.

Owing to an alteration in the arrangements of the Bandmann Co., who were to have played in Hongkong next week, the Philharmonic Concert which was to have taken place on Friday April 23rd has been postponed to Tuesday April 27th. We are asked to state that those bearing the earlier date will still hold good.

## THE WARD COMEDY COMPANY.

The piece staged by the Company at the Theatre last night was "The Man from Mexico," a comedy full of amusing situations and the clever interpretation of the piece by the Company was immensely enjoyed. Mr. Ward made the most of the principal role in which he has to go to prison for thirty days, a fact which has to be hidden from his wife, who herself narrowly escapes a like treatment for being found in a place of questionable repute whether her suspicions of her husband had taken her. Miss Palotta as the suspicious wife plays her part with great cleverness, while the other members of the company contribute not a little to make the production the most provoking performance that it was. A feature of the piece was the number of songs introduced and the Spanish dance in which Mr. Ward and Miss Palotta participate.

## TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[DAILY PRESS' EXCLUSIVE SERVICE.]

## THE STRANDED "INDRANI"

Tokyo, April 19th.

The latest news regarding the "Indrani" is that the Mitsui Bishi are refloating the steamer. The damage is estimated at yen 100,000. She is expected to reach Kobe on Thursday.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS"]

## THE ARMENIAN MASSACRES.

London, April 18th.

Two American missionaries have been killed at Adana. Three French war vessels are hurrying to Mersina where the situation has become desperate. Foreigners and Christians are seeking refuge in the consulates.

London, April 19th.

The missionaries at Adana are beleaguered in the houses of the Telegraph Company.

One thousand persons are reported to have been killed at Tarsus and Alexandretta.

## THE TURKISH REVOLT.

London, April 18th.

It is reported from Constantinople that the troops at Hademkoi demand the punishment of the ringleaders of Tuesday's revolution, and promise not to enter Constantinople pending the fulfilment of this demand, on which the Ministers are now deliberating.

All political parties, committees and associations in Constantinople, irrespective of race or religion, have sunk their differences and formed a Committee of Ottoman Union to defend the Fatherland and the Constitution.

## TROOPS MARCHING TO THE CAPITAL.

London, April 19th.

Nineteen thousand Committee of Progress troops with seven batteries of artillery have already passed Tchatalja. They are perfectly equipped and well disciplined. The vanguard is within eighteen miles of Constantinople.

Other battalions are marching towards the capital from Kuleli, Tsargas, Smyrna, Erzerum and Trebizond.

## TRAGEDY IN NEW GUINEA.

London, April 18th.

A Melbourne despatch states that at Admiralty Island the natives attacked and killed Captain Komino, a Japanese trader to New Guinea, and two of the native crew.

## THE AMERICAN NAVY.

London, April 19th.

The U.S. Secretary for the Navy in a speech at Boston urged the maintenance of a first-class battleship fleet in the Pacific as well as in the Atlantic.

## WANTED; A WIFE.

Speaking at a meeting held at Lambeth Town Hall, Brixton, recently under the chairmanship of Mr. Hinds, Mayor of Lambeth, to further the claims of the Widows' Friend Society—an organisation which this year celebrates its centenary, and which has done much to help poor widows—Mr. Brinsley Harper announced that he had received the following letter from a man at West Hartlepool:—"Please, could you supply me with a good young or middle-aged girl for my wife, who can share her living with me, for poor wages cannot enable me to get a good girl. I am a stone-breaker for corporation, and get 10s. to 12s. a week, but I get poorer wages in winter. I am nearly 30 years of age. I am deaf and dumb, and I do not drink or smoke. I want to know if you could get a young or middle-aged widow, with few children, in this town or any other town, who have shop for selling tobacco and stationery or selling chips and fried fish for their living. If a good widow would be willing to become my wife I could pay her my poor wages every week. I have written letters to many religious societies and matrimonial agencies, but they could not supply. A good girl must be hearing girl—not deaf and dumb."

## SUPREME COURT.

Monday, February 19th.

IN CRIMINAL JURISDICTION.  
BEFORE HIS HONOUR SIR FRANCIS PRIGGOTT  
(CHIEF JUSTICE)

## EMBEZZLEMENT BY A BANK SHROFF.

Young Kwai Leung, alias Young Pak Shan, was arraigned on the charge of embezzling \$52,747.71 from the Hongkong and Shanghai Bank.

Hon. Sir Henry Berkeley, K.C., acting Attorney-General, who was instructed by Mr. Dennis, Jr., from the Crown Solicitor's office, prosecuted, and Mr. H. G. Calthrop, who was instructed by Messrs. Wilkinson and Grist, appeared for the defendant.

Prisoner pleaded guilty, but asked his Lordship to take into consideration his youth, and to deal leniently with him.

Sir Henry Berkeley informed the Court that the prisoner was one of a large number of shroffs employed in the Hongkong and Shanghai Bank and one of his duties was to receive money from persons who went to the bank to make a deposit. On June 3rd last one Lo Lim Shan went to the bank to deposit \$52,747.71 on behalf of the Inspector-General of the Imperial Chinese Customs. This man paid that large sum of money to the prisoner, and gave him at the same time his paying-in book, which contained a foil and a counter foil. The prisoner received a cheque for \$40,000 and the balance in cash. He got the cheque noted as being good for its face value, went through the usual formalities, signed the paying-in slip, tore it out of the book, kept part for the bank's check and returned the other part of the slip to the depositor duly signed. The cash the prisoner ought to have paid over to the note shroff, the cheque, after being noted as good, he ought to have placed in a box from which in due course it would have been taken by the shroff whose duty was to remove it. Instead of doing this he cashed the cheque and walked out of the bank. No suspicion was aroused until evening when the accounts were being closed for the day, and it was found that the cash was short.

Mr. Calthrop said the prisoner's story was that after the \$40,000 had been paid over to him he found he was \$10,000 short. Then he took the whole amount and went to consult a friend. That friend was a most unscrupulous person. He told the defendant at once that no one would believe his story about losing the \$10,000 and that he might as well take the whole lot. The friend took care of the \$40,000 and gave the prisoner about \$2,000, and promised to assist him to get away, which he did. The accused went to Canton and then up north, where he remained for some years. Eventually he turned up at Shanghai and was arrested. His Lordship could see that the defendant was a very young man. He was only a little over twenty-one at the time of this occurrence, and a man who must have been in a respectable position before he entered the bank. There was this sudden temptation; he had to account for \$10,000 and was led away by this other person who was very much older than himself, and foolishly yielded to temptation. This was not a case where a man had committed a series of great frauds, but a case where a young man suddenly yielded to temptation. Mr. Calthrop asked his Lordship to view the case with all the leniency he could. It was a serious offence, but the prisoner was young and Counsel thought the story he told was true. It was a wrong thing and a wicked thing to have done, but the prisoner yielded to very strong temptation. Counsel concluded by asking his Lordship to view the case with all merciful consideration.

His Lordship thought he must regard the offence, not from the amount of money stolen, but from the nature of the offence and the position which the prisoner occupied. He did not think he could possibly impose a less penalty than five years' imprisonment with hard labour. The Sessions were adjourned *sine die*.

## IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ

(PUNISHMENT JUDGE).

## TRIAL OF ISSUE.

The trial of an issue, arising out of the action by Ho Sze against the Tai Li Lung firm, Leu Hing, and Lai Chi Chin, continued. The plaintiff was Ho Sze and the defendant Lai Chi Chin. The question to be decided was whether the woman describing herself as Yuen A Choy was the same as Ho Sze. Mr. C. F. Dixon, from the office of Messrs. Hastings and Hastings, appeared for Yuen A Choy, and Mr. F. P. Hett, of Messrs. Bratton and Hett, appeared for Lai Chi Chin. After hearing evidence, his Lordship reserved his decision.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 19th at 11.05 a.m.—The barometer has fallen quickly in Japan, and risen considerably over the E. coast of China.

The depression which passed near Shanghai yesterday has reached S.W. Japan. The area of high pressure is still shown over the Pacific to the E. of N. Japan. Fresh N.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—N.E. winds, Formosa Channel, fresh.

South coast of China between } Same as No. 1.  
Hongkong and Lamooka }  
South coast of China between } Same as No. 1.  
Hongkong and Hainan }  
(\*) N.E. winds, freshening; fine to cloudy and misty, cooler.

## THE DELIMITATION OF MACAO.

The following is translated from the Macao newspaper *Vida Nova*—

"It appears that at Shanghai a meeting of Chinese from Canton has been held in order to discuss the Macao boundaries question, the meeting being held at the request of the Canton Self-Government Society. It was resolved at the meeting to send a reply to Canton that due attention will be given to the matter and that the latest information was required for their guidance.

"Fortunately, a long correspondence signed by a 'Portuguese' has appeared in the N.C. *Daily News* contradicting the unfounded charges made by the Canton Society against the Portuguese re territorial invasion and demonstrating that the intention of the Self-Government Society, as it was formulated in the meeting, was not to discuss the question of the delimitation but their aim was to expel the Portuguese from Macao. What they demanded was as follows:—'The revocation of the Luso-Chinese treaty negotiated at Peking in 1887 between the Portuguese Minister and Prince Ching and the Chinese Minister Sun, by which China has confirmed Art. II of the Lisbon Protocol dated the 26th March 1887 recognising the occupation and government of Macao and its dependencies by Portugal. Secondly, the retrocession of Macao, or in the alternative, the re-imposition of the annual tax and the acknowledgment of China's Sovereignty over the Colony. Should these demands be refused, then the Society desired that measures should be adopted to enforce the same.

"It is believed that the Chinese Government will not and cannot endorse such pretensions from the Self-Government Society, which represents no authority on the question at issue and is quite ignorant of the history of Macao. The Chinese Government are bound by solemn engagements in the matter such as the protocol of Lisbon and the Luso-Chinese Treaty of 1887, as said above, and the mutual accord recently celebrated at Lisbon between the Chinese Minister and the Portuguese Minister for Foreign Affairs. It is however, dreadful to note how the Chinese agitators fail to speak the truth! We can assure them that on the part of Portugal there has not been the least violation of the Treaty of 1887, not one inch of Chinese land was ever occupied by the Portuguese since the signing of the Treaty. The agitators wish that the old wall of the City be considered 'the limit of Macao,' but beyond this wall in the 'Gua' mountain, the well known Gua fort was built in the year 1537!—The village of Monghai was already occupied, when in 1848 the English cemetery was built behind the Pagoda of the same village. The forts of Monghai and D. Maria were built in 1851. The village of Lung-tin-chün lies 100 metres from the 'Flora' palace, the summer residence of the Governor of Macao. This building was erected in 1848 by a Portuguese priest, Fr. Almeida and it was subsequently transferred to the Government during the administration of Vice Admiral Sergio da Souza between 1872 and 1873.

"The little huts of Lung-tin-chün were expropriated in 1907, their owners receiving the equivalent value in cash, and in consequence of an epidemic of plague they were ordered by the Government to be burnt down. "In the vicinity of Jap-seak, where there is the fine asylum for the orphan under the care of Santa Casa, close to the cemetery of S. Miguel. All the sheds, huts &c., were bought by the Public Works Dept. and the human bones found there, while digging the ground, were sent to the Chinese Hospital Committee in order that the relatives of the deceased, if any, might take charge of them, the rest being buried by the Committee in the cemetery by the Hospital Committee at Cathay. There is still this cemetery as evidence of what we say. The bones were never thrown in the sea, as falsely stated at the meeting. The suburban villages referred to by the speaker at the meeting at Canton, for instance, Sakong, Salitan and San Kin, have been occupied by the Portuguese from time immemorial. The Salitan alias Patano as we now call it, which lies in front of the Camoes grotto, had formerly numerous Portuguese houses and it was surmised that this site was where the first Portuguese established themselves when they arrived at Macao. Patano and Tarrafeiro were formerly European districts where the wealthy people used to live. After a long time they transferred their residence to the Praya Grande.

"All these villages were situated within the boundary of 'Porta Cerco' alias Kuan-chap barrier, which the Chinese Government made in 1575 to divide Macao from the district of Hougang-shan. Close to this Porta do Cerco there is now a Portuguese Guard Station built of brick and stone some tens of years before the signing of the Treaty of 1887.

"It is of importance to bring to the notice of the public in general that the Governor of Kwantung, Ung-tai-cheng, mentioned by the speaker at the Canton meeting was sent to Macao in 1887 by the Central Government to find out the truth of the complaints made by the Hengshun people and after verifying *de visu* the land occupied by the Portuguese, he made his Report. It was upon his Report that the Peking Government resolved to sign the Treaty of 1887. Consequently the Chinese Government was well informed of the whole facts. This narrative will enlighten the self-government Society and convince them of their gross error."

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## CORRESPONDENCE.

## SUGGESTED TENNIS LEAGUE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Diocesan School,

Hongkong, 19th April, 1909.

DEAR SIR.—It has been suggested in several quarters that a Tennis League would do something to relieve the monotony of the summer months and to retain the interest of members in those cricket clubs that have now expensive establishments to maintain.

Consequently invitations are being sent to the Civil Service, Kowloon, Craigswater, Police, Y.M.C.A., Wigan and Tai Koo Tennis Clubs to send representatives to a meeting to be held in the Hongkong Cricket Club Pavilion on Friday next the 23rd inst at 6 p.m. to organise a competition.

If any clubs have been inadvertently omitted they are invited to send representatives to the above meeting.—Yours &c.

A. O. BRAUN.

## PRESENTATIONS TO MR. J. GRAY SCOTT.

Mr. J. Gray Scott, who is retiring from the position of manager of the Electric Tramway Co., was the recipient of interesting presents yesterday, from the Traffic and Engineering Staffs of the Tramway Service. During his stay in Hongkong Mr. Scott has made a host of friends, and none who appreciate his worth more than the men who have worked with him here. The initiative in the presentation movement was taken by the Chinese staff, who were anxious that their Chief should take away some memento of his stay in the Colony. Needless to say, there was hearty co-operation by the Europeans in the Service, the result being a gathering at the Tramway Depot yesterday morning.

Mr. A. Course, on behalf of the Traffic Staff, presented to Mr. Scott an album with hand-drawn blackwood covers and silver mountings. On the front cover of the book two dragons were carved in the shape of a circle, within this being a tramcar in perspective. The book contained an illuminated address and the signatures of the men employed on the Traffic Staff, as well as some forty photographs of the Tramway system. Also with a gold fob chain with his name inscribed on one side, and lucky Chinese characters on the other. In making the presentation Mr. Course asked Mr. Scott to accept the gifts from the Traffic Staff as a mark of the appreciation and esteem in which they held him. The gifts would form mementoes of his residence in Hongkong as Chief Engineer and General Manager of the Tramway Company, and the speaker had no doubt that Mr. Scott would be all the more pleased to accept them when he learned that subscriptions to defray the cost were started entirely on the initiative of the Chinese Staff.

Mr. Course then read the address, which was afterwards interpreted to the Chinese employees. In conclusion, on behalf of the Traffic Staff, Mr. Course wished the departing chief a pleasant voyage home and future prosperity.

Mr. Scott, in reply, said he accepted the gifts with the greatest of pleasure. He had always had every assistance from the staff, which made his work much easier. He was sorry to leave Hongkong, but trusted that the staff would extend the same assistance to his successor as they had to him.

Mr. MALDEN, assistant engineer, on behalf of the Engineering Staff, then presented Mr. Scott with a morocco bound album containing an address and photographs of the engineers in the Tramway Service.

Mr. Scott returned thanks for the present, and then, on behalf of the engineers presented Mr. Malden, who is also leaving the Colony, with a similar book to the one he had received.

Mr. Scott is to be entertained at dinner to-morrow night at the Hongkong Hotel by a number of prominent residents.

## LATEST STEAMER MOVEMENTS.

The P.M. str. *Siberia*, from San Francisco left Shanghai on the 19th inst. and is due to arrive at this port at noon to-morrow.

The H. A. Line str. *Amber* left Shanghai on the 18th inst. a.m., and may be expected here on or about the 21st inst.

The C.N. Co.'s str. *Chuan* left Shanghai on the 18th inst. and is due here on the 21st inst.

The C.N. Co.'s str. *Zuiyuan* left Sydney on the 3rd inst. and Thursday Island 12th, and is due here on the 24th inst.

The C.P.R. str. *Empress of Japan* arrived Kobe at 11 p.m. on Friday the 16th inst., and left again at noon Saturday for Yokohama, where she is due to arrive at noon on the 18th inst.

The S.M. str. *Touane* which left this port on the 15th ultimo, was delivered in Lyons on the 17th inst.

The M.M. str. *Oceanic* with the French Mail of the 23rd ult., and mails from London of the 23rd ult., left Singapore on Monday the 19th inst. at 4 p.m., and may be expected to arrive here on Monday morning the 26th inst., will leave for Shanghai and Japan on the same afternoon.

The P. & O. str. *Sonali* left Singapore for this port on the 19th inst. at 5.30 a.m., and is due here on the 24th inst. at about 6 a.m.

The P.M. str. *China* mails were delivered in San Francisco on the 14th inst.

The N.Y.K. str. *Yokohama* (Bombay Line) left Moji on the 18th inst. and is expected here on the 24th inst.

The I.G.M. str. *Prins Waldemar* which left here on the 26th ult., arrived at Sydney on the 17th inst. at 2 p.m.

The Danish str. *Tromsø* left Shanghai on the 18th inst. at noon, and may be expected here on or about Thursday morning.

The I.G.M. str. *Goeben* left Shanghai on the 18th inst. at 7 a.m., and may be expected here this evening.

## SHIPPING NOTES.

The Japanese steamer *Tamon Maru* No. 3 sprang a bad leak at Newchwang with the loss of her anchor while steaming down the Liao with a full cargo. She filled rapidly and all the efforts made to stop the leak proved unavailing. She sank two days later with 40,000 bean cakes still on board.

News has reached Manila that the Compania Transatlantica steamer *Alcantara* foundered near Almeria, on the Coast of Spain. She left Manila for Barcelona and Liverpool on February 23rd with a large number of passengers including Judge and Mrs. C. H. Smith. The *Alcantara* was a steamer of 3,878 tons, built in 1889 by W. Donny and Bros., at Dumbarton. She was rated by Lloyd's as 1,0 A 1. The news of her loss has reached Manila through private sources. But the Manila agents of the Company, according to the latest American papers, "refuse to confirm or deny the truth of the dispatch," but the Spanish newspaper *El Comercio* professes implicit belief in the truth of the information. All the passengers, the dispatch says, were saved.

It is announced in the Bangkok press that the Siamese steamer *Chumpon* is the first boat to run under the Siamese flag directly between the capital of Siam and European ports. It is understood that a regular service between Europe and Bangkok will be maintained in the future by vessels flying the white elephant flag. The name of the second boat is the *Puigan*. These vessels have a cargo capacity of 4,500 tons. It is a matter of some interest that vessels flying the Siamese flag should be seen regularly in foreign ports, and will serve to make the country better known. The direct route from Bangkok to Europe and vice-versa is becoming increasingly popular with shippers, and the fact that the vessels are sailing under Siamese colours will doubtless appeal to Siamese consignees.

The Japanese port sanitary authorities at Dabai have addressed to shipmasters circular encouraging rat-catching on board as a precautionary measure against an outbreak of the plague, and requiring them to send the catch to the Bureau for microscopic examination. Among several modes of clearing ships of the vermin, the simplest and most effectual one the local authorities are likely to adopt for general enforcement is considered to be the fumigation of the holds with sulphur after the removal of the cargo.

The *Opinion*, a Saigon newspaper, marshals figures to show how the Anti-Japanese boycott among Chinese there has affected the Shipping interest. In 1907, fifty-eight vessels flying the Japanese flag called at Saigon. In 1908, the figures had dropped to twenty-four. The measurement fell off from 94,834 tons in 1907 to 49,000 tons in 1908. Another effect of the boycott is that the trade between Saigon and Japan is getting more and more into European hands.

The report of the Merchant Shipping Advisory Committee respecting line-throwing appliances for the use of ships in cases of shipwreck or distress at sea was issued last month. The inquiry was conducted by a sub-committee, whose report was fully approved by the whole of the Advisory Committee. The Committee had before them particulars of 43 appliances, and, having made it known that they were prepared to witness demonstrations of the usefulness of any invention, 20 of these appliances were submitted to a test. The appliances consisted of guns, rockets, buoys, &c., and the Committee early came to the conclusion that it would be practically impossible for any one appliance to be equally suitable and effective under all conditions, but that any appliance to be carried on board ship should be able to meet the needs of most of the conditions that are likely to arise. Such an appliance should be comparatively inexpensive, simple in construction, easily manipulated, and promptly efficient. Taking these facts into consideration, and bearing in mind the conditions to be met, the Committee think that the most suitable kind of appliance for general use would be found in some form of rocket apparatus. In expressing this opinion, however, they do not wish to exclude shoulder or other guns from future consideration, or to suggest that they might not usefully be adopted on the larger type of vessels, or in connection with salvage work. With regard to the exact form of rocket appliance the Committee consider it undesirable to lay down any precise rule, but they call attention to the portable forms of rocket apparatus submitted to them, as indicating the type of appliances that would be likely to be of most service for general use. The Committee found a consensus of opinion to the effect that it was highly desirable that vessels should carry as part of their equipment some form of effective line-throwing appliance for the purpose of making communication with the shore in cases of shipwreck or stranding, and with another ship when in distress at sea in cases where it is either impossible or dangerous to communicate by boats. With this opinion the Committee fully agree, and think that having regard to the humane object in view, there can be no substantial disagreement on the question. The Committee hold that nothing short of the compulsory carriage of a line-throwing appliance will be completely satisfactory.

In these days the eye of the voyager has grown accustomed to the bare poles which characterize the average steamer. Funnels have to some extent filled the void caused by the absence of yards and masts, but even the funnel someday may have to go. That, at all events, is what is said by those who advocate the propulsion of ships by internal-combustion

engines. According to them, there will one day be no need for the four huge smoke-stacks of the great Cunarders, or even for the less pretentious funnels of smaller boats, simply because boilers and funnels will be done away with. It is a dream of the future, of course, but the difficulty which the abolition of smoke-stacks would make is not easily appreciated, whether from the point of view of appearance or of speed. When it is remembered that a transatlantic liner could be driven through any one of the Lusitania's smoke-stacks, it is obvious that the amount of wind-resistance saved by the abolition of the funnels would be very considerable. At present, however, the internal-combustion engine seems a very long way off so far as big ships are concerned.

## THE TENNIS TOURNAMENT.

The Hongkong Cricket Club Tennis Tournament is now nearing completion. Additional matches played are:—

EVENT "A"—CHAMPIONSHIP.  
Second round: Hancock beat Byrne, 6-4, 6-1, 5-7, 6-1; Klimanek beat Tovey, 9-7, 6-4, 6-4; Beasley beat Humphreys, 6-3, 6-0, 6-3; Brierley beat Brewer, 6-3, 4-6, 6-2, 8-6.  
Third round: Hancock beat Klimanek, 7-1, 6-3, 6-3; Hancock meets either Beasley or Brierley in the final, and the winners of this match must then play Mr. C. A. Carr, the 1908 champion.

EVENT "B"—PROFESSIONAL PAIRS.  
Third round: Pearce and Klimanek beat Phelps and Atkinson, 9-7, 4-6, 6-3; Beasley and Byrne beat Worcester and Carr, 6-1, 6-2; Murray and Thompson beat Oliver and Warburton, 6-1, 6-2.  
Fourth round: Pearce and Klimanek beat Aubrey and Grone, 5-3, 3-5, 6-2. Pearce and Klimanek meet either Beasley and Byrne or Murray and Thompson in the final.

EVENT "B"—SINGLES HANDICAP "A" CLASS.  
Third round: Carr beat Hancock, 6-4, 6-3; Grone beat Green, 6-1, 9-7; Clark beat Atkinson, 6-4, 6-0; Brierley beat Makin, 7-5, 6-3.

Fourth round: Carr beat Grone, 6-4, 6-0. Carr meets either Clark or Brierley in the final.  
EVENT "B"—SINGLES "B" CLASS.  
Fourth round: Worcester beat Le Breton, 3-6, 6-3, 5-3; Bagnall beat Garnett, 4-6, 6-0, 6-4; Oliver beat Evan Jones, 6-1, 6-2; Hickling beat Thompson, 6-2, 1-6, 6-2; Jahrand beat Lamert, 5-7, 6-3, 6-4; Jacks beat Temperley, 6-4, 6-3; Bawn beat Warburton.

Fifth round: Oliver beat Bagnall, 2-6, 7-6, 7-5; Hickling beat Jahrand, 7-5, 11-9.  
EVENT "C"—1-DOUBLES HANDICAP.  
Third round: Maitland and Carroll beat Green and Fayer, 6-1, 6-2; Hutchison and King beat Beasley and Brierley, 2-6, 6-4, 8-6; Byrne and Whyte beat Wood and Bird, 6-2, 6-1; Jupp and Clark beat Turner and Haughton, 6-2, 6-1.

Fourth round: Byrne and Whyte beat Jupp and Clark, 7-5, 6-4. Byrne and Whyte meet Maitland and Carroll or Hutchison and King in the final.

EVENT "C"—2-DOUBLES HANDICAP.  
Third round: Hickling and Hagen beat Laok and Davies, 6-0, 6-4; Thomson and Bagnall beat Warburton and Franklin, 6-4, 6-0; Anderson and Wedd beat Bawn and Le Breton, 8-6, 7-5; Sutherland and Shields beat Barrett and Evan Jones, 6-1, 6-2.  
Fourth round: Hickling and Hagen beat Thomson and Bagnall, 6-8, 7-5, 6-4. Hickling and Hagen meet either Anderson and Wedd or Sutherland and Shields in the final.

YESTERDAY'S MATCHES.  
The semi-final in the professional pairs between Captain Beasley and Lieut. Byrne against Captain Murray and Lieut. Thompson resulted in a win for the former pair by 6/2 3/3.

The winners then met T. E. Pearce and P. H. Klimanek in the final. The first set was won by the military men by six to love and they also secured the next by 7-5. The third set was well fought out and the leaders were several times within an ace of winning but the match had to be stopped with the score in this set standing nine all.

TO-DAY'S MATCHES.  
The following matches have been fixed for to-day:—

Singles: Brierley v. Clark.  
Doubles: Beasley and Byrne v. Murray and Thompson.

## MAISONIC INSTALLATION.

At the Nineteenth Annual Convocation of the District Grand Royal Arch Chapter of Hongkong and South China held last evening, M. E. Comp. T. F. Hough presided, and invested the following Officers:—

D. 2nd G.P., M.E. Comp. T. F. Hough.  
D. 3rd G.P., M.E. Comp. H. J. Watson.  
D.G. Scribe E. M.E. Comp. A. O. D. Gaurdin.  
D.G. Scribe N., M.E. Comp. E. J. Lafrantz.  
D.G. President B. of G.P., M.E. Comp. G. J. B. Syon.  
D.G. Treasurer, M.E. Comp. W. J. Titcher.  
D.G. Registrar, M.E. Comp. E. W. Longuet.  
D.G. Sjojarnar, M.E. Comp. W. King.  
D.G. First Assist. Sjojarnar, H. Bathurst.  
D.G. Second Assist. Sjojarnar, N.E. Comp. F. W. Kruse.  
D.G. Sword Bearer, M.E. Comp. H. G. Baker.  
D.G. Standard Bearer, E. Comp. W. E. Drew.  
D.G. Standard Bearer, M.E. Comp. J. W. Graham.  
D.G. Standard Bearer, M.E. Comp. H. S. Smith.  
D.G. Director of Ceremonies, M.E. Comp. E. J. Wead.  
D.G. Dep. Director of Ceremonies, M.E. Comp. C. Fittok.  
D.G. Assist. Director of Ceremonies, M.E. Comp. W. N. Fleming.  
D.G. Organist, V.E. Comp. R. D. Thomas.  
D.G. Janitor, M.E. Comp. J. Vansione.

## YUNNAN: ITS AREA, POPULATION AND INHABITANTS.

Major Davies, in his book on Yunnan, says that rough measurements on the map give the area of the province as about 150,000 square miles, and this may be accepted as approximately correct. To estimate the population is a far more difficult matter. It is probable that fifty years ago the numbers were greater than at the present day, for doubling great loss of life and emigration to other provinces took place during the Panday rebellion, which lasted from 1854 to 1873. Since then the province has slowly recovered, and while the indigenous population has increased, there has also been a constant and steadily increasing stream of immigration from the neighbouring provinces of Szechuan. Major Davies after his second journey made a rough calculation of the density of population to the square mile over those tracts of country which he had surveyed the most thoroughly. In all of these he noted the number of houses in the towns and villages and allowed an average of six persons to each house. The result gave about 400 to the square mile in the plains, and forty to the square mile in the hilly tracts. Taking the whole province he calculates that about one-fifth of the total area is plain land, and the remainder hills. This would give 10,000 square miles with a population of 400 to the square mile, and 140,000 square miles with a population of forty to the square mile, that is, a total population of 9,600,000. These rough methods naturally give only an approximate result, but he thinks the population may be taken at about ten millions. Some recent Chinese figures give Yunnan a population of twelve millions; and the late Mr. Litten estimated it at nine millions.

This population is divided between very sparsely peopled mountains, which form the greater portion of Yunnan, and very thickly inhabited plains, which contain nearly half the population. In the plains the population is mainly Chinese, but not entirely so, for in the cold plateaux of the north-west are found Tibetans, while many of the low-lying plains of the south are inhabited by Shans. Moreover, in the centre of the province some of the plains are peopled by Mingchies, while an admixture of Lolos is occasionally found. At a guess Major Davies would say that about four-fifths to nine-tenths of the population of the plains are Chinese, including under this name those who, even if of aboriginal extraction, are now in language and customs indistinguishable from the ruling race. In the hills things are different. Here as in the plains, one also finds the Chinese, and there is no large tract of country without Chinese villages in it. But living amongst them and forming the bulk of the hill population are numerous other tribes, each with its own language and its own customs. In the north-west corner are Tibetans and the semi-Tibetan Miao race. On the Burmese border are Kachins and Palaungs; also in the west of the province, but extending further into the interior, are the Lolois, everywhere throughout Yunnan are the Lolos, a fine race and more numerous than any other hill tribe. Equally widely distributed are the Miao, but they are only found in small and scattered communities. In the south-west, between the Salween and the Mekong, are the Lahu, who with their cross-bows and poisoned arrows proved formidable foes to the Chinese troops a few years ago. Near them live the Was, many of whom are still unconquered, and still carry on their head-hunting raids. Their relatives, the somewhat more civilized, Las, occupy much of the country between Yunnan and the Burma-Yunnan frontier. In the south of Yunnan are the Puma; and further east are the Wonis and many other tribes speaking Lolo dialects. To form an estimate of the relative numbers of Chinese and non-Chinese population in the hills is a difficult task. With the possible exception of the Lolos, the Chinese would doubtless outnumber any one other tribe, but still there are many tracts of country where they are decidedly in the minority. To say that the Chinese form one-third of the inhabitants of the hills, and other tribes the remaining two-thirds would perhaps not be very wide of the mark.

## THE OVER-SEA BRITISH AND THE NAVY.

The following letter is published in the Times:—

Sir,—More than twelve months ago, when the speeding-up of the German shipbuilding programme was a whole new matter, you wrote me a letter in which you suggested that the proper reply to the increase of German Dreadnoughts would be for Canada, Australia, New Zealand, and South Africa to lay down Dreadnoughts. I also remarked that the advocates of Imperial administrative union had always been spurred to effort by the consideration that a time might arrive when the resources of the Home British would be taxed unduly if called upon solely to provide for the defence of the Empire, and I suggested, therefore, that the cloud of the German menace might be found to show a "silver lining" if the necessity for more British Dreadnoughts resulted in the Oversea British coming forward to assist actively and directly in the naval defence of the Empire.

We know now that the "speeding-up" of the German shipbuilding programme as a whole has been added an even more significant "speeding-up" of the rate of construction. Whatever necessity for the co-operation of the Oversea British existed twelve months ago exists in a far greater degree to-day.

Assuming, therefore, that the Governments and peoples of the great Oversea British States were prepared to recognize this necessity, the following *modus operandi* might be found suitable.

(1) The passing of an Act by the several Parliaments enabling the respective Governments to raise a loan sufficient to defray the cost of the proposed number of Dreadnoughts, and to provide for the construction of the same in concert with the British Admiralty.

(2) An undertaking by the leading bondowners and merchants in the several states or colonies to guarantee the issue of the respective loans, with a view of securing the loans at the most economic rates.

If, in this manner, Canada would provide four, Australia three, New Zealand one, Cape Colony one, and the Transvaal one Dreadnought (or Dreadnoughts), we might look for the addition at no distant date of ten capital ships of the Dreadnought type to the battle fleets of the Empire.

I am, Sir, your obedient servant,  
W. BASIL WORSWOLD.

(late editor of the *Johnsburg Star*).  
London, March 18.

[A correspondent who draws our attention to this letter writes: "Let Hongkong build one at the Hongkong and Whampoa Dock (not the Naval Yard), and so give the shareholders the chance of a reasonable dividend."—E.H.D.P.]

## THE NAVY CRISIS.

STRIKING MESSAGES FROM BERLIN WHAT GERMANY THINKS.

18th March 23.

On the evening when the first telegrams regarding the revelations in the House of Commons were published in Berlin there were particularly three scare-subjects in the papers—a supposed Serbian attempt on the life of the Austrian Emperor and his denial, a rumoured cessation of negotiations between Austria and Serbia, and an English crisis. It is not surprising that there were some traces of public excitement, but it may seem strange to say that all the excitement was on account of the Balkan situation. From first to last both Press and public have maintained during the crucial debates in England an attitude of studied indifference. "It is not our concern," wrote one of the leading Conservative journals, and "not our concern" has been the keynote of private and public comment. So much for the surface. When one remembers how for weeks these same papers have been pouring out their most venomous remarks about little Serbia, how they have attacked Russia for her good offices towards the little Slav State, and how in years past the very name of England was enough to ensure a storm of bitterest hostility, one cannot but wonder whether "not our concern" really explains this amazing reticence.

Think of the Navy League journals and of the known feelings of men like Keira, Keeler, Haas, and so forth. Is it not surprising that these have kept still silence while "Germany," "the German fleet," "German secret plans," and so forth, have been the subjects of conversation in England? As a rule the Sunday papers in Berlin are devoted to political and other reviews of the week, and it is safe to say that in any year from 1893 to 1903 at least one, usually most of the leading journals had something critical to say about England on any Sunday from October to June, the nine principal residential months of the capital. This Sunday, with the most ample opportunity for critical comment ever offered since the Boer war, only two newspapers reviewed the Navy crisis in England at all, and only one, the radical "Berliner Tagblatt," offers what can be called a critical review. But that one comment is, in my opinion, the key to the situation—an utter and total condemnation of the Little-Navyite fallacies. The "Tagblatt" has a circulation now, I suppose, of nearly 200,000 copies daily. It is a radical, free trade, anti-competition paper, representing mainly the interests of industrial Germany, and in times past has bitterly opposed excessive armaments. This is its verdict, and it deserves to be printed in heavy type across every newspaper poster in Great Britain:—

"The German Empire can but be satisfied if in England the conviction has at last dawned that we can prove a dangerous enemy. For the strong man alone can lay claim to respect and equal rights."

Don't you see, dear Sir, that an Achtung und Gleichberechtigung is meant?

I know of no answer so complete to those weak-kneed persons who think the respect and ultimately the genuine liking of Germany is to be bought by criminal disregard of the dictates of ordinary human prudence. If the crisis has done nothing else it has surely branded with the mark of blatant ignorance the pacifists who talk of peace-loving Germany and know nothing under the sun of the German people. I hold no brief for alarmism or for the "Dentschen Feind" as a matter of fact, but the violent Thutophobes are called here, but for all Germans from the high officials of State to the clerk in a little corner cafe there are three qualities, reputed to belong to England, which are especially calculated to ensure respect and friendship. These three are steadfastness, strength, or, in Tennyson's words, "self-reverence, self-knowledge, self-control."

"Do you know," said a German friend to me on Saturday, "what would most make us seek to keep on good terms with you? Given ships and silence" (Schiffe, schiffen und Schweigen). It seems to me that the remark needs no further comment.

Doubtless the dignified silence of the Press is partly due to a "wink from above," for I am aware that the Government has strained every nerve to prevent any hasty resort to English criticism. In part, also, it is due to a frank admission of the dignified and impersonal tone of the English Press in commenting on the advance in German naval construction. But the Government cannot as a matter of fact, control the whole German Press (I know of dismal instances of its failure to achieve that purpose), and there are "sparrows" on every house-top, and not less in Berlin's Fleet Street. At bottom I can only attribute the reserve of Press and public to the consciousness of strength and confidence in their magnificent Admiralty organisation. It is gallant to an Englishman to construe this confidence here with—well, with conditions yonder—but there will be some measure of recompense if it prove to be the last time that any English Government dares to "make mistakes" in calculating the margin of naval safety.

I conclude with a clever though silent German criticism of the situation. In the window of a bookseller's shop, not of any great pretensions, I saw yesterday laid side by side the poster of an English newspaper on the Navy debate and a copy of Tennyson's poems. The latter was open at the poet's famous fleet-song.

If you shall fail to understand, What England is and what has made her great Will kick you from the place, let it be too late! Too late!—*London Daily Graphic*.

## BOLD BUCCANEERS.

THE SAVAGE NIGHT ATTACK ON A CHINESE JUNK.

The following particulars of the attack on a Chinese junk near Singapore mentioned in a recent telegram published in the *Daily Press* are reproduced from the *Strait Times*:—

A Chinese junk left Singapore for Hainan on Wednesday, but found the winds unfavourable and on Thursday night dropped anchor between Pulo Tekong and the mainland of Johore. The fourteen members of the crew and the four passengers were aroused from sleep at midnight by the barking of a faithful dog, which they kept on board, but his alarm was speedily silenced by a ready blow from a long Malay fighting knife, the canine blood of which was soon mingled with that of some of the unfortunate members of the crew.

Two pirates had come alongside the anchored junk, and in three or four minutes, some Chinese and the other Malays. They proceeded to strike right and left among the sailors, laying several low within the first few minutes. They then seized the chinchee, and proceeded to hang him up in good old buccaneer style, so force him to disclose the resting place of the most valuable contents of his vessel. This he did, and the pirates, having secured all the booty they could make away with, departed in the darkness as silently as they had come. The property reported missing consists of \$4 in money, 891 lbs. of rice, and six boxes of personal effects belonging to the members of the crew, the value of which is not known.

## SUFFERING WAS BEYOND WORDS

Eczema Spread All Over His Body—Not a Minute's Comfort in Sixteen Months—Constantly Experimented With Remedies, but Even the Doctor's Treatment Failed—Writer Pronounces the

## CUTICURA REMEDIES OF MARVELOUS POWER

"A gentleman, who is a near relative of mine, has suffered terribly with eczema. The trouble started in the form of little white pimples on the hands. These pimples would burst and become sore. The irritation was very great at all times, and sometimes almost unbearable. He tried various remedies from the first, but nothing seemed to do him the least good. Still, he kept persevering with all the things heard or read of. As his condition gradually became worse under these trials, he decided to go to a doctor. The doctor put him under a treatment, and he persisted with it for some time without the least sign of a permanent cure. He was almost despairing. No sooner had one sore healed than others came. From being only on the hands, the disease spread until his whole body was affected. His wrists, elbows, and back were worst, and were really most distressing. The pain he suffered became worse under these trials, he decided to go to a doctor. 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His wrists, elbows, and back were worst, and were really most distress



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

**TO-NIGHT!**  
**HONGKONG CINEMATOGRAF**  
(Opposite the Central Market)  
**FOR TEN DAYS ONLY.**  
**JAPANESE JUGGLER**  
**COMEDY CO.**

ON TOUR TO EUROPE  
Under the Direction of ENO. KIKUGORO,  
JAPAN'S GREAT JUGGLER.  
Prof. KIKUGORO begs to announce to the Public that owing to the request of the Chinese community of Hongkong he will continue his mysterious magic and marvellous acts for ten days more, and he hopes that the Public will continue to patronise his most interesting entertainment.

**CHANGE OF PROGRAMME**  
**EVERY NIGHT**  
**CINEMATOGRAF PICTURES**  
First Class ..... \$1.00  
Second ..... 50 cts.  
Third ..... 20 cts.  
Doors Open 7.30 p.m. Performance 8.00 p.m.  
Hongkong, 20th April, 1909. [534]

**HONGKONG GENERAL CHAMBER OF COMMERCE.**

**THE ANNUAL GENERAL MEETING**  
of the Members of the Hongkong General Chamber of Commerce will be on **FRIDAY, the 23rd April, 1909, at 4 p.m., in the City Hall** for the following purposes:

1. To receive the Report and Accounts of the Committee for the year ending 31st December, 1908.
2. To elect a New Committee.
3. To transact any General Business.

By Order, **E. A. M. WILLIAMS,**  
Secretary.  
Hongkong, 15th April, 1909. [614]

**HONGKONG GYMKHANA CLUB.**

**THE FIRST MEETING** of the Season will be held at the **HAPPY VALLEY**, on **SATURDAY, the 24th inst. commencing at 3.30 p.m.**

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB.  
Soldiers and Sailors in uniform Half Price.  
The Committee invite the Ladies of Hongkong to be present.

By Order, **C. GORDON MACKIE,**  
Hon. Secretary and Treasurer.  
Hongkong, 17th April, 1909. [625]

**REMOVAL.**

**P. CHEUNG,** the Best and Oldest Established Gold and Silver Smith, Watchmaker, Jeweller and Engraver, will REMOVE his Store from No. 24, Haiphong (Old Elgin) Road, Kowloon, to No. 56, of the same Street, on 12th April. Patrons are courteously invited to call and inspect the Stock in the New Premises.

Kowloon, 6th April, 1909. **PO CHEUNG.** [579]

**CHINA NAVIGATION COMPANY, LTD.**

**HONGKONG TO SHANGHAI**  
**DIRECT CARGO AND PASSENGER**  
**SCHEDULE SERVICE.**

**THE Twin Screw Steamers "ANHUI," "CHINUA," "CHENAN,"** and "LINAN" leave Hongkong alternately every **THURSDAY, 2 p.m., and SUNDAY at Daylight** for SHANGHAI DIRECT.

The Sunday Morning Steamers are availed of by the Postal Authorities for the conveyance of H.M. Mails to Europe via the Siberian route, and are the most regular and convenient sailings for passengers travelling via Siberia.

For further particulars apply to **BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 17th April, 1909. [624]

**SPECIAL NOTICE.**

**CHARGEURS REUNIS**  
**FRENCH STEAMSHIP COMPANY.**

**THE French Steamship Company.**  
CHARGEURS REUNIS, beg to inform the Public that their Steamers of the Round-the-World Line will henceforth suppress calling at Vancouver and Puget Sound Ports. They will proceed from Yokohama DIRECT TO SAN FRANCISCO without making any Port of call en route.

Shippers of Cargo to SAN FRANCISCO, MEXICO, and SOUTH AMERICA will no doubt appreciate this new facility afforded to them of a fast Cargo-Boat Service from China and Japan to above mentioned destinations.

For full information, apply to **MESSAGERIES MARITIMES,**  
Agents at Hongkong.

Hongkong, 17th April, 1909. [626]

**DR. M. H. CHAUN.**

**THE latest Method of the AMERICAN SYSTEM OF DENTISTRY**  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. [415]

**GUEN TING**

**ORRISON DENTIST.**  
No. 10, D'AGUIAR STREET.

**VERY MODERATE.**

TELEPHONE 1000. [504]

Hongkong, 20th April, 1909.

**DAVID CO.**

**NAVY BOILER**

**LONG BLANK**

**RELIANCE**

**TAPPALE & CO.**

**ARNOLD.**

Sole Agents.

1674]

## PUBLIC COMPANIES

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**NOTICE IS HEREBY GIVEN** that the **THIRTY-SIXTH ORDINARY YEARLY MEETING** of the Society will be held at its Head Office No. 2, Queen's Buildings, Hongkong, **TO-MORROW (WEDNESDAY), the 21st April, 1909, at NOON**, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1908, and of declaring Dividends, etc.

The **TRANSFER BOOKS** of the Society will be **CLOSED** from 11th April, to the 21st April, both days inclusive.

By Order of the Board,  
**C. MONTAGUE EDE,**  
Secretary.

Hongkong, 25th March, 1909. [517]

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**NOTICE IS HEREBY GIVEN** that an **EXTRAORDINARY GENERAL MEETING** of the Society will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, **TO-MORROW (WEDNESDAY), the 21st April, 1909, at 12.15 p.m.**, for the purpose of considering and, if thought fit, passing the following Special Resolution—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given. Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Office or obtained on application there.

By Order of the Board of Directors,  
**C. MONTAGUE EDE,**  
Secretary.

Hongkong, 31st March, 1909. [544]

**THE CHINA TRADERS' INSURANCE COMPANY, LTD.**

**NOTICE TO SHAREHOLDERS.**

**NOTICE IS HEREBY GIVEN** that the **FORTY-THIRD ORDINARY MEETING** of the Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, **TO-MORROW (WEDNESDAY), the 21st April, 1909, at 12.30 p.m.**, for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1908, and of declaring Dividends, etc.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 7th April, to the 21st April, both days inclusive.

By Order of the Board of Directors,  
**C. MONTAGUE EDE,**  
Secretary.

Hongkong, 27th March, 1909. [526]

**THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**NOTICE IS HEREBY GIVEN** that an **EXTRAORDINARY GENERAL MEETING** of the Company will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, **TO-MORROW (WEDNESDAY), the 21st April, 1909, at 12.45 p.m.**, for the purpose of considering and, if thought fit, passing the following Special Resolution—

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given. Prints of the proposed Memorandum and Articles of Association can be seen at the Company's Office or obtained on application there.

By Order of the Board of Directors,  
**C. MONTAGUE EDE,**  
Secretary.

Hongkong, 31st March, 1909. [545]

**THE HONGKONG ELECTRIC CO., LTD.**

**NOTICE IS HEREBY GIVEN** that the **TWENTY-THIRD ORDINARY GENERAL MEETING** of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on **SATURDAY, the 24th April, 1909, at 12 o'clock Noon**, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1909, and electing Directors and Auditors.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 10th to the 24th April, 1909, both days inclusive.

By Order of the Board of Directors,  
**GIBB LIVINGSTON & CO.,**  
Agents.

Hongkong, 7th April, 1909. [537]

**TO LET.**

**NO. 6, OBSERVATORY VILLAS,**  
Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"**ERANEE BUNGALOW,**" Kowloon. A Small Garden attached. Moderate Rental.

Apply to—**ARRATTOOY, APCAR & CO.,**  
45, Wyndham Street. [399]

Hongkong, 3rd March, 1909.

**TO LET.**

**A T THE PEAK, HOUSE IN STEWART TERRACE,** Furnished or Unfurnished.

Apply to—**H. E. POLLOCK,**  
18 Bank Building.

Hongkong, 20th March, 1909. [494]

**TO LET.**

**ROOMS** suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co's premises.

Chambers with Bathroom and use of Kitchen.

in No. 31, Wyndham Street known as "College Chambers."

Apply to—**DAVID SASSOON & Co., Ltd.**

Hongkong, 1st April, 1909. [553]

## ENTERTAINMENT

# HUGH J. WARD'S LONDON COMEDY CO.

INCLUDING: MISS GRACE PALOTTA.

**FARE WELL  
FARE WELL  
FARE WELL**

**TO-NIGHT (TUESDAY), APRIL 20TH,**

Another Merry Mithingale.

**"BROWN'S IN TOWN."**

**TO-MORROW (WEDNESDAY), APRIL 21ST,**

One More Great Care-Killer.

**"VIVIAN'S PAPAS."**

**THURSDAY, APRIL 22ND,**

The Enchanting Comedy Drama.

**"THE PRIMA DONNA."**

**FRIDAY, APRIL 23RD,**

Revival by Popular Demand.

**"WHEN KNIGHTS WERE BOLD."**

Box Plans at S. MOUTRIE & Co., Ltd.

SEATS MUST BE PAID FOR AT THE TIME OF BOOKING.

**THE WORLD'S SENSATION.**

THE

## SALOME DANCE

As performed at the PALACE THEATRE, LONDON, will be given at the end of every performance

**TO-NIGHT (TUESDAY), TO-MORROW (WEDNESDAY)**

**AND THURSDAY.**

Hongkong, 19th April, 1909. [621]

**TO LET.**

**TO LET.**

**UNFURNISHED**—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—**Messrs. PERCY SMITH & SETH,**  
No. 5, Queen's Road Central.

Hongkong, 23rd February, 1909. [213]

**TO LET.**

**GODOWN, No. 54, DUDDELL STREET.**

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st April, 1909. [98]

**TO LET.**

**FURNISHED or Unfurnished, or For Sale, DETACHED HOUSE** with Tennis Court known as "ROCKVALE," Kimberley Road, Kowloon.

Apply to—**H. K. HOLMES,**  
54, Queen's Road.

Hongkong, 19th April, 1909. [630]

**TO LET.**

**SHOP and DWELLING HOUSE, No. 78, Queen's Road Central.**

Apply to—**S. J. DAVID & Co.,**  
Princes Buildings.

Hongkong, 25th March, 1909. [518]

**TO LET.**

**NO. 34, QUEEN'S ROAD CENTRAL (Shop),** Opposite the Post Office.

No. 1A, WYNDHAM STREET (suitable for Office and Godown).

No. 2A, D'AGUIAR STREET (suitable for Office and Godown).

All of which are at present occupied by Weissmann Ltd. For Particulars, etc., Apply to—**YEE SANG FAT & Co.,**  
34, Queen's Road Central.

Hongkong, 19th March, 1909. [489]

**TO LET.**

**NOS. 2 & 3, BEACONSFIELD ARCADE,** facing the Parade Ground.

No. 4, MOUNTAIN VIEW (Peak). Furnished from 1st June to 30th September, 1909.

**NEW FIVE ROOMED HOUSES** in Shelley Street.

The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

FERNSIDE No. 71, Peak. Unfurnished from 1st May, 1909.

GLENSHIEL next to Plantation Road, Tram Station. Furnished 5 Rooms for 5 Months or longer from 5th May, 1909.

CMS. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

BELLISLOE TERRACE HOUSES, ROBINSON ROAD.

FOR SALE—The Crest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Buildings.

Hongkong, 9th April, 1909. [100]

**TO LET.**

**GODOWNS, NOS. 95, 96 and 97, PRAYA EAST.**

Apply to—**CHATER & MODY,**  
Victoria Buildings.

Hongkong, 1st February, 1909. [264]

**TO LET.**

**ONE OFFICE ROOM** on 2nd Floor, Prince's Building.

**ONE SPACIOUS GODOWN, No. 125, Wanchai Road.**

Apply to—**REUTER, BROCKELMANN & Co.,**  
Hongkong, 15th March, 1909. [522]

**TO LET.**

**STORAGE** FOR COAL, TIMBER, &c.

**TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.**

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply to—**GEO. BENWICK & Co., Ltd.**

Hongkong, 8th June, 1906. [96]

**TO LET.**

**13, ALBANY ROAD, HONGKONG.** (Facing Public Gardens)

From 1st MAY, 1909.

at present occupied by Madame Marty.

Apply to—**M. STEPHENS,**  
Solicitor, 18, Bank Building.

**TO LET.**

**FOUR and FIVE ROOMED HOUSES** at Kowloon.

**NEW and COMMODIOUS SHOPS,** Nathan Road, Kowloon. Immediate Possession.

**OFFICES on the 1st Floor Hotel Mansions** lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.

Apply to—**HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.**

Hongkong, 24th March, 1909. [547]

**TO LET—FURNISHED.**

**"FUNG-SHUI" THE PEAK.** To be Let Furnished for 8 months or longer.

Apply to—**JOHNSON, STOKES & MASTER,**  
Solicitors,  
8, Des Voeux Road Central.

Hongkong, 2nd March, 1909. [110]

**TO LET.**

**A HOUSE in Wong Nei Chong Road.**

**A HOUSE in RYAN TERRACE.**

**OFFICES To Let, No. 2, Connaught Road, 3rd Floor.**

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

**OFFICES in YORK BUILDING.**

**GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.**

**FLATS in MORRISON TERRACE.**

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

Hongkong, 20th April, 1909. [97]

**TO LET.**

**WITH IMMEDIATE POSSESSION.**

**KOWLOON MARINE LOT 48, Yau-mat.** Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—**HUMPHREYS ESTATE AND FINANCE CO., LTD.**

Hongkong, 18th January, 1908. [103]

## BANKS

**DEUTSCH-ASIATISCHE BANK.**  
CAPITAL FULLY PAID-UP—Sh. Tael 7,500,







## SHIPPING.

## ARRIVALS.

CHINHUA, British str., 1,350, A. Harris, 18th April—Shanghai 15th April, General—Butterfield & Swire.

CHIRAHING, British str., 1,199, F. Mooney, 18th April—Tientsin 9th, Chiofo 11th and Wei-lai-wai 13th April, General—Jardine, Matheson & Co.

DACRE CASTLE, British str., 2,555, B. v. Smith, 19th April—Shanghai 16th April, General—Doddwell & Co.

GATTEVALE, British str., 1,779, Steel, 19th April—Port Kombla 28th March, Coal—Angard, Thoresen & Co.

HANOSANG, British str., 1,356, S. Wilde, 18th April—Chinkiang 14th April, General—Jardine, Matheson & Co.

KASINGO, British str., 1,143, Willer, 19th April—Wei-lai-wai 13th April, Salt—Butterfield & Swire.

KNTVERG, German str., 646, Honk, 19th April—Pachoi 16th & Hoikow 18th April, Sugar and General—Jensen & Co.

PERSEUS, British str., 4,299, E. Warrall, 19th April—hanghai and Amoy 18th April, General—Butterfield & Swire.

PROTEUS, Norwegian str., 1,024, C. Moller, 19th April—Saigon 15th April, Rice—Angard, Thoresen & Co.

SUNGKANG, British str., 897, Pennefather, 19th April—Hollo 13th April, General—Butterfield & Swire.

TAIWAN, British str., 1,042, F. C. Everett, 19th April—Nevchwang, Dally & Chiofo 13th April, General—Chinese.

TILATJAP, Dutch str., 2,475, B. J. v. Emmert, 19th April—Kutchinotzu 12th and Amoy 17th April, Coal and General—Java-China Japan Lin.

WAGLIND, German str., 2,580, W. Mohr, 19th April—New York 20th Feb, General—Carlowitz & Co.

YUENSANG, British str., 1,126, P. H. Rolfe, 19th April—Manila 16th April, General—Jardine, Matheson & Co.

ZAPIRO, British str., 1,350, R. Rodger, 19th April—Manila 17th April, General—Shewan, Tomes & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
19th April.  
Taisang, British str., for Saigon.  
Haganag, British str., for Canton.  
Taisang, British str., for Canton.  
Tiljatjap, Dutch str., for Batavia.

## DEPARTURES.

19th April.  
KICKIANG, British str., for Shanghai.  
KLEB, Norwegian str., for Saigon.  
PITSANLOK, German str., for Bangkok.

## SHIPPING REPORTS.

The British str. *Kashong* reports: Weather fine throughout trip with fresh to light N.E. winds foggy approaching Hongkong.  
The British str. *Taisang* reports: Moderate N.E. winds from Chiofo to N.E. promontory thence to light winds and fine weather from S.E. promontory up to arrival, when dense fog was met with on making Collinson Cape.

## VESSELS IN DOCK.

April 19th.  
ABERDEEN DOCK—*Lauschen*,  
Kowloon Dock—*Turkic*, *Express of China*,  
Y. Soudan, *Fongkong*,  
COSMOVOLTAN DOCK—*H.M.S. Wivern*,  
*Tjilteong*.

## VESSELS PASSED ANJER.

April 1, Dutch str. *Celebes*, Kaops, April 1, from Batavia for Amsterdam.  
April 1, Dutch str. *Timor*, Alberts, April 1, from Batavia for Amsterdam.  
April 1, Dutch str. *Rindang*, Bakker, April 1, from Batavia for Rotterdam.  
April 4, British 4-m. barque *Brilliant*, Grant, Feb. 24, from Yokohama for Anjer f. o. New York.  
April 4, British str. *Pundit*, Creblin, April 2, from Padang for Batavia.  
April 4, British Cable str. *Magnet*, Simmond, April 2, from Coosco Island for Singapore.  
April 4, Dutch str. *Opvir*, Storp, Feb. 27, from Rotterdam for Batavia.  
April 5, German str. *Goslar*, Schlutt, Jan. 16, from Hamburg via Australia for Batavia.  
April 5, Norwegian str. *Hakar*, Simonson, from Bangkok.  
April 8, British str. *Ptiam*, Tilloson, April 8, from Batavia for Amsterdam.  
April 9, British str. *Jalandar*, Wright, April 7, from Singapore for Christmas Island.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"CATHERINE APCAR,"  
Captain G. F. Hudson, will be despatched for the above Ports TO-DAY, the 20th inst., at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 17th April, 1909. [503]

FOR MARSEILLES, LONDON AND ANTWERP.

Taking cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship  
"GLAMORGANSHIRE,"  
will be despatched as above on or about the 20th April.  
For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, 3rd April, 1909. [418]

REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.  
S.S. "DACRE CASTLE" About 20th Apr.  
FOR NEW YORK.  
S.S. "SATSUMA" About 20th May.  
For Freight and further information, apply to  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 9th April, 1909. [1712]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Kowloon "h" midway between Kowloon and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blak Pier. 3 From Blak Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PAIMA	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	About 21st inst.
LONDON &c., via usual Ports of Call.	LIBERIA	Ger. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 1st May, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	BLORAVIA	Ger. str.	—	Thildebrandt	HAMBURG-AMERICA LINE	About Middle of May.
ANTWERP, ROTTERDAM & HAMBURG, &c.	MONMOUTHSHIRE	Ger. str.	—	G. S. Warner, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About Beg. of June.
SOUTHAMPTON, LONDON & ANTWERP	NICOMEDIA	Ger. str.	—	Miller	HAMBURG-AMERICA LINE	On 23rd inst.
ROTTERDAM & HAMBURG, via STRAITS, &c.	AMBRIA	Ger. str.	—	Dellat	HAMBURG-AMERICA LINE	To-day.
HAYRE, BREMEN & HAMBURG, &c.	SILBIA	Ger. str.	—	v. Hoff	HAMBURG-AMERICA LINE	On 19th May.
HAYRE, BREMEN & HAMBURG, &c.	GLAMORGANSHIRE	Ger. str.	—	Girard	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
MARSEILLES, LONDON & ANTWERP	ERNEST SIMONS	Fr. str.	—	J. Negro	MESSAGERIES MARITIMES	On 23rd inst.
MARSEILLES, &c., via Ports of Call.	KANAGAWA MARU	Jap. str.	—	Schwinghammer	NIPPON YUSEN KAISHA	On 27th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRISAVIA	Ger. str.	—	T. Murat	HAMBURG-AMERICA LINE	On 3rd May.
MARSEILLES, HAYRE & HAMBURG, &c.	HAJATA MARU	Jap. str.	—	W. Rainbridge	NIPPON YUSEN KAISHA	On 12th May, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	Cochi	YOKO YUSEN KAISHA	About 5th May.
MARSEILLES, LONDON & ANTWERP, &c.	HONOKONG MARU	Jap. str.	—	B. Wilhelm	SANDER, WIELER & Co.,	On 1st June.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	AUSTRIA	Aus. str.	—	Dodwell & Co., Ltd.	MELORES & Co.	To-morrow, at Noon.
TRIESTE, &c., via SINGAPORE, &c.	GORBER	Ger. str.	—	Dodwell & Co., Ltd.	MELORES & Co.	About 20th May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	SATSUMA	Brit. str.	—	Shewan, Tomes & Co.	CANADIAN PACIFIC R. Co.	On 30th inst.
NEW YORK	DACRE CASTLE	Brit. str.	—	Shewan, Tomes & Co.	CANADIAN PACIFIC R. Co.	On 1st May, at 6 P.M.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	INDRAMAYO	Am. str.	—	Dodwell & Co., Ltd.	CANADIAN PACIFIC R. Co.	About 24th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	T. Shotton	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	K. Sato	NIPPON YUSEN KAISHA	On 11th May, at Noon.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Jap. str.	—	McArthur	GEN. LIVINGSTON & Co.	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN, &c.	CEYLON MARU	Jap. str.	—	D. Lens	MELORES & Co.	On 14th May, at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 14th May, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	L. Dawson	NIPPON YUSEN KAISHA	On 11th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	M. Yagi	NIPPON YUSEN KAISHA	On 5th May, at D'light
KOBE & YOKOHAMA	SAKO MARU	Jap. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	On 22nd inst., P.M.
KOBE & YOKOHAMA	HIKANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 12th May, at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	Quick despatch.
JAPAN	YUBO MARU	Dut. str.	—	Zwart	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.
TIENSTIN VIA SWATOW, TINGTAU, WEIHAUWAI &c.	CHIRAHING	Brit. str.	—	P. Mooney	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
CHEFOO & NENCHUANG	NANCHANG	Dut. str.	1 m.	Kensie	GEN. LIVINGSTON & Co.	On 23rd inst., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & POOCHOW	CROBUS MARU	Jap. str.	—	T. Shotton	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
SHANGHAI	CHONGHONG MARU	Jap. str.	—	Sandbach	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DEEFLINGER	Ger. str.	1 m.	G. Meiners	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
SHANGHAI	HANOSANG	Brit. str.	—	A. E. Sandbach	P. & O. S. N. Co.	About 24th inst.
SHANGHAI, MOI, KOBE & YOKOHAMA	CHINHUA	Brit. str.	—	E. A. Peters	BUTTERFIELD & SWIRE	On 25th inst., at D'light
SHANGHAI	SOMALI	Brit. str.	—	Seller	MESSAGERIES MARITIMES	About 26th inst.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Fr. str.	—	W. Dohren	HAMBURG-AMERICA LINE	On 27th inst.
SHANGHAI, YOKOHAMA & KOBE	OEANEN	Ger. str.	—	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
SHANGHAI	SCANDIA	Brit. str.	—	W. H. Snow	NIPPON YUSEN KAISHA	On 1st May.
SHANGHAI	DELTA	Brit. str.	—	Richards	BUTTERFIELD & SWIRE	On 2nd May, at D'light
SHANGHAI, MOI & KOBE	MOYOI MARU	Jap. str.	—	Eckhorn	HAMBURG-AMERICA LINE	On 10th May.
SHANGHAI	ANBU	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 18th May, at Noon.
SHANGHAI, YOKOHAMA & KOBE	SINAGAMIA	Ger. str.	—	de Brouwers	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOI	KUTSANG	Brit. str.	—	Ighil	OSAKA SHOSSEN KAISHA	On 28th inst., at 8 A.M.
SHANGHAI	TUIMAH	Dut. str.	—	H. Muryama	BUTTERFIELD & SWIRE	On 26th inst., at 10 A.M.
SHANGHAI	SHOBU MARU	Jap. str.	—	G. H. Pennefather	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
AMPOY VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	Pasmore	DOUGLAS LAFRAIE & Co.	To-day, at Noon.
AMPOY, MANILA, CEBU & LLOILO	HAICHING	Brit. str.	2 h.	F. W. Evans	DOUGLAS LAFRAIE & Co.	To-morrow, at Noon.
AMPOY, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	F. S. Bosch	DOUGLAS LAFRAIE & Co.	On 23rd inst., at Noon.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	A. V. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
SWATOW, WEIHAUWAI, TINGTAU & TIENTSIN	HAICHING	Brit. str.	2 h.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 P.M.
MANILA	YUNSAIG	Brit. str.	—	R. Rodger	SHWAN TOMES & Co.	On 24th inst., at Noon.
MANILA	ZABRO	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 27th inst., at 3 P.M.
MANILA	TAMING	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	E. W. Almond	SHWAN, TOMES & Co.	On 1st May, at Noon.
MANILA	RUBI	Brit. str.	—	F. S. Bosch	MELORES & Co.	B. ginning of May.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	Soyda	NIPPON YUSEN KAISHA	On 25th inst.
BOMBAY VIA SINGAPORE & COLOMBO	YTOROPU MARU	Jap. str.	—	G. F. Hudson	DAVID SASSOON & Co., Ltd.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	CARIBINE ARBOR	Brit. str.	—	E. J. Ball	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMANG	Brit. str.	—	R. J. Ball	JARDINE, MATHESON & Co., Ltd.	On 3rd inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TJILATJAP	Dut. str.	—	R. J. Ball	JARDINE, MATHESON & Co., Ltd.	Quick despatch.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GOEBEN" Capt. B. WILHELM	Wednesday, 21st April, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"DERFFLINGER" Capt. G. MEINERS	About Wednesday, 21st April.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 22nd April, at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEEBILL	Beginning of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 14th April, 1909. 5

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE &amp; TACOMA VIA MOI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain	Sailing Date.
AYMERIC	4,363	T. Shotton	About 24th April.
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
Hongkong, 3rd April, 1909. 8

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"OCEANIAN" Capt. Salier	About 26th April.
MARSEILLES, via PORTS	"ERNEST SIMONS" Capt. Girard	On 27th April, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broc	On 10th May, P.M.
MARSEILLES, via PORTS	"TONKIN" Capt. Charbonnel	On 11th May, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,  
Queen's Building.  
Hongkong, 20th April, 1909. 2

## CANADIAN PACIFIC RAILWAY CO'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong	From St. John or Quebec
"EMPRESS OF CHINA" Sat., 1st May.	"ALLAN LINE" Friday, 23rd May.
"MONTEAGLE" Tuesday, 11th May.	"EMPRESS OF BRITAIN" Fri., 18th June.
"EMPRESS OF INDIA" Sat., 22nd May.	"ALLAN LINE" Friday, 9th July.
"EMPRESS OF JAPAN" Sat., 12th June.	"EMPRESS OF IRELAND" Fri., 30th July.
"EMPRESS OF CHINA" Sat., 3rd July.	

Steamships leave HONGKONG at 6 P.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers ..... £43 ..... £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. BRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (Direct) Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the Brazils to PERIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

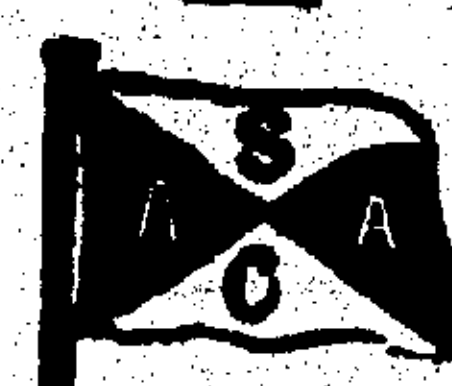
THE Company's Steamship  
"AUSTRIA,"  
Captain Colol, will be despatched as above on TUESDAY, the 27th April.  
This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewards.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & Co.,  
Agents,  
Princes Buildings,  
Hongkong, 29th March, 1909. [3]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"EASTERN,"  
Captain McArthur, will be despatched as above on WEDNESDAY, 28th inst., at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents,  
Hongkong, 2nd April, 1909. [566]

## HONGKONG—BOSTON &amp; NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

S.S. "INDRAMAYO" ... On 30th April.  
For Freight and further information, apply to—  
SHEWAN TOMES & Co.,  
General Agents,  
Hongkong, 12th April, 1909. [496]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"ASSAYE,"  
Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 1st May, at NOON, taking passengers and cargo for the above ports in connection with the Company's S.S. "MAJIMA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and







